

N. S941 號一十四百九千八第 日六十二月七年二十緒光 HONGKONG, WEDNESDAY, AUGUST 25th, 1886. 三拜禮 號五十二月八英港香 [PRICE 2½ PER MONTH]

REVIEWS.

18. Esmeralda, Brown str., for N'chw.
19. Chintung, Chinese str., for Swatow.
18. Elsa, German str., for Swatow.
18. Fokien, British str., for Taiwanfoo.
19. Anna Dorothea, Ger. bark, for N'chw.
19. Cockchafer, British g-b., for Nagasaki.

E, CRAWFORD

both days inclusive.
— By Order,
W. H. RAY,
Secretary.
Hongkong, 9th August, 1886.

7 ORIENTATION

is requested, when immediate steps will be taken
to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

14 Hongkong, 23th August, 1885. [3]

PUBLIC AUCTION

OF THE CHOICEST QUALITY.
The very Finest Sugar is employed in the
Manufacture of our Preserves and we guarantee
Best Quality. SHING LOONG. 11434

FROM GLASGOW, LIVERPOOL
PENANG, AND SINGAPORE.

Business and Sign our Firm per procuration.
GUILLEU FRERES,
SUCCESSORS OF F. VINCENT
No. 8, Queen's Road Central.
Hongkong, 2nd August 1888. [1549]

TRE

PROPOSAL FORMS and all information, on application to any of the Company's Agents
THE BOBENCO COMPANY, LIMITED, Agents.
Hongkong, 6th July, 1886. [802-1]

PUBLIC ACTION
OF
SURPLUS STOCK

DRAPERS, HOSIERS,
HABERDASHERS,
MILLINERS, TAILORS AND
DRESSMAKERS.
No. 3, LYNDEHURST TERRACE. T1588

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

The Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

Hongkong, 1st January, 1886.

PILGRIM FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at the following Rates:

On First-class Goods at 1/4 Not per Annum.
On Second-class Goods at 1/2 Not per Annum.
On Third-class Goods at 3/4 Not per Annum.
On First-class Chinese at 1/4 Not per Annum.
On Second-class Chinese at 1/2 Not per Annum.
On Third-class Chinese at 3/4 Not per Annum.

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

The Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES OF INSURANCE against FIRE and LIFE at Current Rates.

Hongkong, 1st April, 1885.

CALLEDONIAN FIRE AND LIFE INSURANCE COMPANY.

The Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES OF INSURANCE against FIRE and LIFE at Current Rates.

Hongkong, 1st January, 1882.

THE STRAITS INSURANCE COMPANY, LIMITED.

The Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES OF INSURANCE against RISKS to all parts of the World, at current rates.

Hongkong, 15th November, 1883.

FIRE INSURANCE COMPANY OF 1877, IN HAMBURG.

The Undersigned, Agents of the above Company, are prepared to ACCEPT RISKS at Current Rates.

Hongkong, 18th January, 1884.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on First-class Goods at 1/4 per Cent. Not per Annum.

Hongkong, 25th March, 1882.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES OF INSURANCE against RISKS to all parts of the World, at current rates.

Hongkong, 27th March, 1882.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Hongkong, 16th November, 1882.

THE MAN OF INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), \$1,000,000.

BOARD OF DIRECTORS.

LIEN SANG, Esq., Chairman.

BAN HUI, Esq., Secretary.

CHAN LI CHOT, Esq., Treasurer.

CHAN LI CHOT, Esq., Secretary.

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CHAN LI CHOT, Esq., Secretary.

CHAN LI CHOT, Esq., Treasurer.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship

"MENELAUS,"

Captain Nelson, will be despatched as above

on FRIDAY, the 25th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th August, 1886.

STEAM TO BOMBAY VIA STRAITS.

(With Option of Calling at Colombo)

Should Indemnity Office.

THE P. & O. S. N. Co.'s Steamship

"DECCAN,"

will leave for the above place TO-DAY, the

25th instant, at 2.30 p.m.

E. L. WOODIN,

Acting Superintendent.

Hongkong, 18th August, 1886.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Company's Steamship

"ZAFIRO,"

Captain Talbot, will be despatched for the above

TO-DAY, the 25th instant, at Five

p.m.

For Freight or Passage, apply to

RUSSELL & Co.,

General Managers.

Hongkong, 23rd August, 1886.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAIWAN.

The Company's Steamship

"CARISBROOKE,"

Captain Case, will be despatched for the above

TO-MORROW, the 26th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAIRDALE & Co.,

General Managers.

Hongkong, 23rd August, 1886.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for

China, Hongkong, Swatow, Amoy, Canton, and

other ports on the Yangtze).

The Company's Steamship

"FOOKSANG,"

Captain Hogg, will be despatched as above

TO-MORROW, the 26th instant, at Four

p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 23rd August, 1886.

NORTH-EAST INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG, AND

SOURABAYA (via Saigon, and

Singapore).

The Company's Steamship

"CELEBS,"

Captain Joon, will be despatched as above

TO-MORROW, the 26th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 25th August, 1886.

FOR SINGAPORE, HAVRE, AND HAMBURG.

via SUEZ CANAL.

Taking Cargo at through rates to ANTWERP,

AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL,

and BREMEN.

The Steamship

"CASSANDRA,"

Captain Haslop, will be despatched for the

above place on FRIDAY, the 27th inst., at

DAYLIGHT.

For Freight or Passage, apply to

SIEMSEN & Co.,

Agents.

Hongkong, 18th August, 1886.

STEAM TO YOKOHAMA, VIA NAGA-SAKI AND KOBE.

(Passing through the Inland Sea).

Taking Cargo at through rates to YOKOHAMA, KURE,

VESSELS ADVERTISED AS LOADING.

VESSELS ON THE BERTH.

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

ADEN, SUEZ, PORT SAID, MARSEILLE,

TRIESTE, VENICE, LONDON, AND

LYONS.

ALSO,

BOMBAY, MADRAS, CALCUTTA, AND

AUSTRALIA.

N.B.—Cargo can be taken on THROUGH

BILLS OF LADING FOR BATAVIA, PERMAN

GULF PORTS, MARSEILLE, TRIESTE, HAMBURG,

NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM

NAVIGATION COMPANY'S Steamship

"MIRZAPUR," Captain R. Harvey, with

Her Majesty's Mail, will be despatched from

the Office at 10 A.M. on FRIDAY, the 25th

instant, for the above ports, calling at

SINGAPORE, PENANG, COLOMBO, ADEN, and

PORT SAID, on THURSDAY, the 26th

instant, at 2 P.M.

Cargo will be received on board until

10 A.M. on FRIDAY, the 26th instant.

For further particulars regarding Freight

and Passage apply to the PENINSULAR AND

ORIENTAL STEAM NAVIGATION COMPANY'S

Office, Hongkong.

The Contents and Value of Packages are

required to be declared prior to shipment.

Shippers are particularly requested to note

the terms and conditions of the Company's

Black Bill of Lading.

N.B.—This Steamship takes Passengers and

Cargo for MARSEILLE.

E. L. WOODIN,

Acting Superintendent.

Hongkong, 18th August, 1886.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, CO-

LOMBO, PORT SAID, MARSEILLE, ADEN, SUEZ,

PORT SAID, MEDITERRANEAN, AND

BLACK SEA PORTS.

ALSO,

LONDON, HAVRE, BORDEAUX,

DUNKIRK, AND ANTWERP.

ON THURSDAY, the 2nd day of September,

1886, at Noon, the Company's Steamship

"IRAOUDY," Commandant Brel, with

MAILS, PASSENGERS, SPECIES, AND CARGO, will

leave this Port for the above

places.

Cargo and Species will be registered for

London as well as for MARSEILLE, and accepted in

transit through MARSEILLE for the principal

places of Europe.

Shipping Orders will be granted till Noon,

Cargo will be received on board until 4 P.M.,

Species and Parcels until 3 P.M., on the 1st

September, 1886. (Parcels are not to be sent

on board; they must be left at the Agency's

Office). Contents and value of Packages are

required.

For further particulars, apply to the Com-

pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 21st August, 1886.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER-

LAND RAILWAYS, AND TOUCHING AT

YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF

NEW YORK," will be despatched for San

Francisco, on THURSDAY, the 2nd

September, at 10 A.M. She will be sent

to San Francisco, and will be sent to

San Francisco, and will be sent to

San Francisco, and will be sent to

VESSELS ON THE BERTH.

VESSELS ON THE BERTH.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, TRIESTE,

BRINDISI, ANTWERP,

BREMEN, AND HAMBURG.

PORTS IN THE MEDITERRANEAN, BLACK SEA,

AND BALTIC PORTS.

ALSO,

LONDON, NEW YORK, BOSTON, BAL-

TIMORE, AND SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHEASTON TO LAND PASSENGERS

AND CARGO.

N.B.—Cargo can be taken on THROUGH

BILLS OF LADING FOR THE PRINCIPAL

PLACES IN RUSSIA.

ON FRIDAY, the 3rd day of September,

1886, at Noon, the Company's Steamship

"ODER," Captain P. Pfeiffer, with

PASSENGERS, SPECIES, AND CARGO, will

leave this Port at Noon.

Shipping Orders will be granted till Noon,

Cargo will be received on board until 4 P.M.,

Species and Parcels until 3 P.M., on the 2nd

September, 1886. (Parcels are not to be sent

on board; they must be left at the Agency's

she could certainly never have really ruled the Bhama district from distant Peking. The

the could certainly never have really ruled the Blamio district from distant Peking. The Chinese Governor at Blamio would have been practically almost a petty King, who, being separated from us by no natural barrier, might have proceeded as he pleased since we have been hindered by no natural barrier. We have been hampered in our dealings with him by the thought that a general over some trifle might land us in an unprofitable, ignominious, and expensating war with China, such as the French have got into in Tsinquin." Another result, perhaps, of our policy of non-interference with trade on the Irrawaddy, which would undoubtedly also have been a great advantage to British and Indian merchants. Moreover, Blamio must, until the construction of railways in Yunnan, remain the gate of Yunnan, through which all trade must flow. Because of this, there will doubtless in a few years be one of the most important centres of trade in Upper Burmah. The people of that country and of India generally, of which vast parts it now forms a part, would therefore have good reason to regret that the empire was not affected by Sir John Tennant's policy.

Until we have the text of the Convention before us, however, further criticism or felicitation on its provisions would be premature.

The opening of the Canadian Pacific Railway—contrary to expectation—has not been followed immediately by the establishment of a line of steamships between Vancouver and Hongkong, but this project will not be long deferred, for, as the San Francisco correspondent of a Yokohama contemporary remarks, it is an indispensable adjunct to the great highway. The delay probably proceeds from a difficulty in forming an alliance with the subsidies that the Canadian Government is willing to give. Such a line could not be expected to pay at once without a subsidy, more especially as it is stipulated that the vessels shall be large and powerful, able to make the passage in at least as short a time as the White Star steamers. It was stated some time ago that the Peninsular and Oriental Steam Navigation Company are likely to form the service, but we believe is very improbable. The Canadian Company are anxious to extend the sphere of their operations and have not tendered for it. Probably the Canadian Pacific Railway Company may themselves undertake the formation of the steamship line, and work it in conjunction with the railway. There would be some advantages attending such an arrangement, and doubtless they will not be lost sight of in the Dominion. In any case, however, a mail steamship line will be the expectation.

The opening up by the East of Asia steamer line, and on by the construction of the great Canadian railway is sure to be shortly established, thus affording one more

[illegible]

cheaper, an advantage which no doubt the promoters have not been slow to recognize. With regard to the cable it can even less

fine, for the laying of a rival cable to San Francisco would render it, for years to come at any rate, a costly luxury which must necessarily be also a financial failure.

SUPREME COURT.

19th August.

CRIMINAL SESSIONS.

BEFORE MR. JUSTICE RUSSELL.

THE BOWLER-SMITH LABEL CASE.

Mr. R. F. Bowler-Smith was charged with libel by Mr. T. Leo Bowler. Each party conducted his own case.

His Lordship—I am he is preparing cannot go on to the end of the world that is so I would an adjournment. If I ment I would ask me be further: took application would be to a later day. Ob exceptions.

Prosecutor—I case for the evidence not admissible.

His Lordship—I Prosecutor—If I be Lordship I desire one way or suggestion, if a Prosecutor—I a

19th August.

CRIMINAL SESSIONS.

BEFORE MR. JUSTICE RUSSELL.

THE BOWLER-SMITH LIBEL CASE.

Mr. R. F. Bowler-Smith was charged with libel by Mr. T. H. Bowler. Each party conducted his own case.

Fraser-Smith, of Victoria, Hongkong, Editor and proprietor of the *Hongkong Telegraph*, contriving, and unlawfully, wickedly and maliciously intending to in-

[illegible]

Some of the best and most worthy amongst us have been singled out for similar vituperation. His Lordship—Confine yourself to your own

[illegible][illegible]

was the adjournment in by the affidavits showing it in Mr. Bowler have you any as the genuineness of the ready to go on, I object to, you must file affidavits, succeeded to prepare an witness most essential to to-day or to-morrow, and being out had every case. He has had an passage from Annsbald the party had a right to on the ground of the unnecessary witnesses. in the hands of the as-but-to-day. I am prepared to go to trial on of a necessary witness otherwise, but it would be by consent. If it is and what the defendant that there shall be no of travelling over, and to consent to that, Mr. Lordship, the statement would be that he to show it was true in less he proved it was for that is going into another with references a postmortem? The only point is this, that the evidence he is procuring the evidence he procures evidence may not be at

may be quite entitled to
 Defendant—You are not
 only siding your Lordship
 caused by his wanting to
 Defendant—I don't know, but he says so,
 not a affidavit to show, that he
 Defendant—That one or two men
 witness—He says there and I allowed him
 to see the mines. I got a letter from Mr. Caudle
 approving my conduct in that matter.
 Defendant—Be very careful not to let
 witness—The best of my belief I did not.
 Defendant—I think you had previously read
 certain articles against the Company written by
 him?
 Witness—I had.
 Prosecutor—I object to the word "against."
 His Lordship said the word was a common ex-
 pression. They could not analyze every word in
 the evidence.
 Witness, correcting his previous answer, said
 the articles were against the mines, not against
 the company.
 Defendant—Did you think it right to allow
 this man, writing against the persons through
 whom you were carrying your bread, to visit the
 mines?
 Witness—Certainly I did, provided I was not
 not hurt or allowed it.
 Defendant—Did your colleagues at the mine

[illegible]

Lordship said this word at all events con-
that idea. He just mentioned the matter

[illegible]

to pay for working?

Witness—In view of the large bill, of course, there is not enough to pay for scribbling. I know of before the 18th October. Mr. Candler did not dictate the letter to me, but I dictated it to him for approval. It is my own composition. Mr. Candler approved of it and signed it. I can copy and signed the letter for the Hungting Telegraph of the 17th June.

Q—What is true, I suppose?—No.

A—What is true, I understand your signature to be on the 12?—That of it was a lie. It is Lordship—Which part is a lie?

Witness—A gentleman I am proud to serve under me. I was never proud to serve under Mr. Candler.

Q—Anything else?—Well, I don't know that Mr. Candler placed me in a false position, because I advised Mr. Candler as to the working of Tam and Ching.

Q—Anything else?—No, my Lord.

Q—Tendant? It is quite true you cannot not two agents to work under Mr. Candler's directions?

Witness—The agent I engaged to do the work of the government geologist and knowing of malicious mischief.

Q—And you were discharged from the Company?—Yes.

Q—On what charge?—On the misrepresentation of Candler.

Q—What was the charge?—That I said I didn't read a paper for Mr. Ho Ansei. Not that I read a paper, but I was charged with it.

Q—You were to the chairman of the jury the statement of your sending that letter to the Press?

Mr. Candler stated met the Hospital and said answer to the letter. I had sent him that my indignation was accepted.

Q—You would send to the papers a letter dictated by him and pay a certain portion to the hospital expenses—which I had objected to.

in the office?—*No*.—(Sudden pause.)
Witness—That is how you came to send
it to letter?
Witness—Yes.
Cross-examination continued.—The letter pro-
duced contains articles which had appeared in
making the one in the *Mining Journal*. I am
aware that in the *Mining Journal* of 8th May
some correspondence had appeared in reference
to the mines, but I have not seen it. Mr. Chandler
brought the *Mine Current* on the day he em-
ployed me, in the 16th Nov.
His Leadership—And beyond it to you?
Witness—No. He said it was simply a copy
of what had appeared in the *Daily Press*, and
referred to that journal and charged me with
writing Mr. Bowler's connection and assisting him
to write.
Defendant—You had nothing whatever to do
with writing this article?
Witness—Nothing whatever.
His Leadership—Did you ever drink when My
Candler came to the hospital?
Witnesses—Drunk? What do you mean by
drunk?
His Leadership—I am asking a question.
Witness—If you want to see me drunk?
Defendant—No, sir.
Witness—I call it a very base insinuation.
You were very ridiculous?—No.
You were very silly, as you are now?—No;
I had been in hospital for twenty-nine days,
I think.
You were not out of your mind—and *non compos mentis*?—Well, I was very weak.
You had your senses?—Yes. I never my senses,
but so no strong feeling, or force, or use my
own influence to force you?—Yes, of course,
he did.
How?—He threatened to discharge me; or on
the contrary to keep me.
What did you resign?—I had said I
would resign at the end of my two years' en-

agreement on the 31st September next. Be
Candler told many discharge would be given.
You had an agreement. — Candler told me
discharge you at a moment's notice? — Well,
I have been discharged at a moment's notice.
For what? — For the misrepresentation of Mr.
Candler. — What are you doing now? — I am living at the
Star Hotel.
You are not employed now? — I have no en-
gagements.
Defendant. — What engagement?
Prosecutor objected to the question.
Witness said he objected to state what his
present employment was.
Defendant. — He refuses to answer whether he
is employed or not. I don't press it.
His Lordship to witness. — But why should
you object?
Witness. — I don't wish to name the Company.
Cross-examination continued. — Are you as-
sociated with Mr. Bowler in any way? — Not at
all.
Witness you have been here have you been
writing letters to your former fellow employees

[illegible][illegible]

Deputy chairman, his position. I had better put a chair between us. I will show you an envelope, by the introduction of this colony, who of independent position. I have interest, with no whiter beyond the interest for honest men engaged in the conduct of a public newspaper, a free and independent press will be shown to you by him, and I will bring the book of Mr. Chandler, effacing him, and lying about him, and all because Mr. Ho Am, knowing Mr. Bowler's character, as every Chinese in Hongkong is, is so sure that he is simply lying. If I am not sure, I am sure, that he will have little chance of getting a verdict on your hands, and that I will prove it a lie against myself now.

Mr. Ho Am, we then called. He said—I am the principal director and chief promoter of the Tungchow and Tai Yu Shan Mining Companies. The head quarters of these Companies are at Canton. There are a large number of the leading Chinese in Hongkong, and the interest of the leading Chinese in Hongkong has already been paid up. These are the first mine worked under European supervision in the south of China. I have known the position in the case for many years, and I have been working for it. With regard to this mine, he has called at my office with the object of obtaining employment. I refused to employ him, because I did not know him. He said, Mr. Chandler, He has been the office with a friend. He said Mr. Chandler. He said Mr. Chandler was not a miner, and not a geologist, and that I had much better employ him (presently). He has made some exploration for me on the level of the mine. He also told me that Mr. Chandler had made an assay for Chinese and charged \$25. I now asked Mr. Bowler's advice and his advice were gratuitous.

By pressman's essay report on this carbonylous shale.

The pressman explained that the shale was

[illegible][illegible][illegible]

The defendant said Mr. Bowler's object was to depreciate these mines because he had been refused a situation upon them at \$500 a month, and that he had threatened to make a suit unless it was all denied. The Lordship referred briefly to all the scientific questions which had been raised, and he attached no importance to the difference of opinion which had been shown upon them between the complainant and Mr. Candler. On all scientific questions it seemed there were conflicting opinions, particularly so with nitres, as to which many persons had been ruined by trusting to the report of some scientific man.

another's adverse opinion. His Lordship said he must leave it to the jury to decide whether the matter complained of was libellous or not. If they found it was so they must consider whether it was true and it was published for the public benefit, and whether it was fair and honest criticism under all the circumstances.

The jury retired to consider their verdict, and after an absence from the court of 20 minutes, the foreman said they found a verdict of not guilty by six to one.

The sessions were then adjourned.

**THE TYPHOON ON THE CHINA
COAST.**

The *Shanghai Mercury* of the 14th inst. says:—For some days past there have been indications of an approaching typhoon. All day yesterday there was a stiff gale blowing, and though the semaphore was silent, it was apparent by the fall of the barometer that a typhoon was raging at no great distance from Shanghai. Though the vessels which arrived here yesterday reported no heavy weather, yet the departure of several

steamers which were to leave to-day was postponed. The gale increased during last night, and blew furiously to-day. The French mail steamer *Méroube* left her moorings in the river about noon, with her top-sails and masts struck, and the U.S. mail-of-war *Marioja* and *Palosmar* struck their top-masts also. The semaphore showed flag 57—"typhoon between Niigata and Fushimi." There were only five arrivals during the day, and none of them from the South. The *Kiangfoo* and *Suei* arrived from the Eliver Ports, the steamers *Panthea* and *El Dorado* from Tientsin, and the *Yorlone* from Japan. The River

boats report strong N.W. winds and rain: the two Northern steamers experienced a strong westerly gale and confused sea. The *El Dorado* was rather badly knocked about. She had some fifty or sixty refugees on board, from Tientsin. She reports as follows:—"From Taku to Choofoo fine weather; at Choofoo much rain. From N.E. Promontory to S.E. thick fog. 12th. moderate S.E.E. wind and heavy swell rising. 13th. 4 a.m., wind and sea increasing. P.M., wind increased to a moderate gale and easterly, with a very high sea from E.S.E. and continued blowing hard until arrival. The steamship Yori-

Some *Marm* reports as follows:—Lofft Khabonito on the 11th inst., with strong easterly winds. August 12th, wind increasing to a moderate gale with a heavy S.E. swell and a falling barometer. August 13th, mot steamship *Ingo*, bound East; at 5.40 p.m. arrived at Tuagaha with a strong gale from N.E. and tremendously high sea. Lowest reading of barometer 29.48, August 14th, similar weather.

With the exception of the sinking, off the Quai de France, of an old junk which a couple of months ago was picked up by a tug, we have heard of no accidents, lost or adrift. It is

The following reports of vessels not given in the Daily News:—

The *Fushun* reports:—Left Hongkong at 6.40 p.m. on the 9th, with the wind S.W. and hauling towards the North. Breaker Point was passed at 5.25 a.m. on the 10th, with light breeze and fine weather; 3.45 p.m. same day, passed the Brothers with N.E. winds and heavy squalls of rain, the barometer being steady. At 1.40 p.m.

on the 11th, passed Tungying with strong N.E. winds, clear weather and strong Easterly swell running in. At 8.26 a.m. on the 12th, passed Hoshan, with same weather, but the swell was increasing; 7.50 p.m. passed through Tai Shau Shan, the swell increasing to a strong gale, the swell setting inwards with the tide, better slightly falling. Anchored off the Tung-sha Lightship at 2.20 a.m. on the 13th, and afterwards proceeded, arriving at Shanghai at 10.30 a.m. the same day. In the river, the direction of the wind was N.E.

Captain Edwards, of the P. & O. Co's steamer *Behkara*, has favoured us with the following account of his trip up the coast.—The *Behkara* left Hong Kong on the 11th, and arrived at

weather to Oakes, which was reached on the 13th, where experienced N.E. swell, prepared the ship for bad weather and furled all awnings. The barometer was then 29.70 and the weather fine. On 13th August at 1 a.m. the ship was off Tancberg and the wind set in from N.W.; at 4 a.m. broke to N.W. wind, and swell turning into breaking seas; usual the shipmen to deaden the sea, set rail the ship, ship on W. quadrant of a gylosa, barometer 29.72, wind N.W. with fierce squalls and heavy rain; 0.15 p.m. turned ship's head to S.W. and ran for two hours in heavy confused seas; the barometer rising slightly, turned to N.E. and kept engines just turning over, the

cyclone travelling slowly. At 2 a.m. on the 15th, the cyclone moving westward, barometer down to 29.74, the lowest reading, stopped the engines, the ship lying very quietly, and shipping no water. The wind veered W., S.W., then S., when the vessel proceeded full speed on her course at 6.50 a.m. on the same day, the wind and sea rapidly going down. Off Bougain at 1 a.m. on the 15th met the *Melbourne* at anchor. At daylight she signalled "What weather outside?" to which the *Albatross* replied "The typhoon has passed to the westward."

The *Mercury* says:—News reached Shanghai on the 14th inst. of a severe encounter which took place between Chinese man-of-war's men and the native police at Nagasaki, on the 14th inst. There are, as reported previously, four Chinese men-of-war at Nagasaki; for the purpose of being drilled; and it appears according to the version of the affair which we got from a coasting vessel, that several of the crew went on shore to buy some Japanese swords. For some unknown reason a quarrel ensued—it originated, we hear, in a house of ill-fame, and soon it came from words to blows. The Police were called, and in

trying to pacify the men, who seemed to be the worst for liquor, one of the "bobbies" was stabbed with a Japanese sword by one of the men. The Japanese were taken to the Central Police Station, and a detachment of the Police was dispatched to the scene of the disturbance, but by this time the number of Chinese men-of-war men had increased considerably, and a free hand had been light enough, as soon as any arrest was attempted to be made. The Police sergeants, armed with long swords, used them freely, and the Chinese brought the Japanese to the ground and killed them. The result was that seven Chinese were killed, and some twenty more or less injured, of which number eight have died since, but the Japanese had four Police constables killed,

and about fifteen wounded. Among the Chinese killed were two officers, who were attacked when in the act of trying to quell the disturbance. The loss of the Japanese was not great, but the loss of the Government House was a disaster. While the Chinese were attended to by the two foreign doctors residing on shore and the two not belonging to the Italian cruiser *Rapido*, they were afterwards sent aboard their respective ships. The affray, of course, left the foreign as well as the native population in considerable consternation for a day or two, but on the following day everything was quiet, and the repetition of the encounter had been avoided. It was not until the afternoon of the 10th that all leave of the Chinese (non-Chinese) men going stopped. Even the stewards of the war-

ships are not permitted to go on shore, and provisions are brought aboard. An enquiry was to commence on the 17th inst. The Chinese Squadron was expected to leave Nagasaki for Port Hamilton, en route to Chafco, by the end of the week.